



Interoffice Memo
Office of Design Policy & Support

DATE: 6/23/2021

FILE: P.I.# 0013714
Brooks County / GDOT District 4 - Tifton
Bridge Replacement - SR 76/SR 333 @ CS 834/Crawford St. & CSX #636942L in
Quitman

FROM: *Dane Peters*
for R. Christopher Rudd, PE, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED DETOUR REPORT

Attached is the approved Detour Report with Notice of Detour Approval for the
above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Eric Duff, State Environmental Administrator
Donn Digamon, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Erik Rohde, State Project Review Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Van Mason, District 4 District Engineer
Jason Willingham, District 4 Preconstruction Engineer
Dennis Carter, District 4 Planning & Programming Coordinator
Paul Kaspereen, Area Manager - D4, A1
Matthew Sanders, Project Manager
BOARD MEMBER - 8th Congressional District



Interoffice Memo

FILE: P.I. 0013714, Brooks County
SR 76/SR 333 @ CS 834/CRAWFORD ST & CSX #636942L IN QUITMAN

DATE: April 9, 2021 *Kimberly W. Nesbitt*

FROM: Kimberly W. Nesbitt, State Program Delivery Administrator

TO: R. Christopher Rudd, P.E. State Design Policy Engineer
Attn: Dave Peters, State Conceptual Design Group Manager

SUBJECT: Request for Detour Approval

The Office of Program Delivery hereby submits the attached Request for Detour Approval for your review and further processing.

If there are any questions, please contact Matt Sanders of this Office at (404) 403-3110.

C.L.B. *ddc*
KWN:CLB:SHP:DDC:SFM:MJS

Attachments: Detour Report, Location Map, Maps of Preferred Detour Routes, Local Response, Office of Environmental Services Concurrence, Notice of Detour Approval



Detour Report

DATE: 4/2/2021

FILE: P.I.# 0013714
Brooks County / GDOT District 4 - Tifton
SR 76/SR 333 @ CS 834/CRAWFORD ST & CSX #636942L IN QUITMAN

FROM: for Kimberly W. Nesbitt, State Program Delivery Administrator

TO: R. Christopher Rudd, P.E., State Design Policy Engineer
Attn: Dave Peters, P.E., State Conceptual Design Group Manager

SUBJECT: Request for Detour Approval

Description and Project Proposal: This project located in downtown Quitman, proposes to replace the existing bridge on SR 76/SR 333 that crosses the CSX Railroad, a small body of water, and locally named Crawford Street (CS 834). It has a posted speed limit of 45 miles per hour (mph).

The existing roadway is comprised of four variable 10-ft to 12-ft lanes, a median with variable width of 0-ft to 9-ft, and urban shoulders with sidewalks that also vary in width from 5-ft to 20-ft from the back of the curb. The existing bridge was built in 1938, is 258-ft by 52.3-ft in size, and does not meet current minimum vertical and horizontal clearances for the CSX railroad tracks.

The proposed bridge will be 299-ft long by 66-ft wide and have Mechanically Stabilized Earth (MSE) walls, two 12-ft lanes in each direction, standard 2.5-ft curb and gutter, and 5.5-ft sidewalks. The profile grade will be raised 4.5-ft to accommodate safety clearances for the railroad. The proposed roadway will have two 12-ft lanes in each direction, variable 0-ft to 12-ft raised and flush median, standard 2.5-ft curb and gutter, and 5-ft sidewalks.

The total length of the project is approximately 2,000 feet. SR 76/SR 333/US 221 will be closed for approximately 18 months to construct the new bridge at the same location as the existing bridge while traffic uses a designated off-site detour.

Concept Approval Date: September 6, 2018

Reason a Detour is Required: The proposed off-site detour provides this bridge replacement project with the shortest road closure time of 18 months and the lowest overall construction costs. Additionally, this option has the least impacts to existing wetlands and streams, and no impact to the railroad or to utilities. SR 76/SR 333/US 221 is a hurricane evacuation route. No on-site detour option was investigated because there is no location for a temporary detour bridge due to the adjacent frontage roads and the Quitman historic district structures paralleling the mainline on both sides of the railroad. The proposed off-site detour option is the preferred option because it minimizes

adverse effects to the surrounding areas during the hurricane season, as this route is one of the major hurricane evacuation routes from I-10 in Florida. The bridge will have two Mechanically Stabilized Earth (MSE) walls to minimize impacts to the surrounding historic district of Quitman. The bridge and walls will use accelerated construction and use prefabricated bridge elements to minimize construction time. This option also has the shortest overall construction time of 24 months. The overall construction cost is approximately \$11,400,000.

An alternative of replacing the existing bridge on SR 76/SR 333 with a shifted proposed centerline approximately 6-ft to the west to accommodate staged construction is not desirable, as it has more complex staging and a construction timeframe that will impact the area for at least three hurricane seasons. This alternative will make the construction of the two MSE walls more complex, and has impacts to the Quitman historic district and utilities. It has a higher overall construction cost of \$14,750,000 and a longer construction time of 36 months.

An alternative of replacing the existing bridge on SR 76/SR 333 with a shifted proposed centerline approximately 6-ft to the west to accommodate staged construction, and building only two MSE walls on the northern bridge approach is not desirable, as it has more complex staging and a construction timeframe that will impact the area for at least three hurricane seasons. This alternative will have substantial impacts to the Quitman historic district, wetlands and streams on the south side of the bridge because MSE walls are not proposed at that location. While the overall construction cost of \$12,900,000 is lower than the previous alternative due to the omission of building MSE walls in the southern quadrant, the wetlands along the southern quadrant parallel to the mainline roadway will be severely impacted, and will incur environmental mitigations costs of \$105,500, and require a Stream Buffer Variance. The overall construction time is higher at 36 months.

Estimated Detour Construction: The proposed off-site detour will be in place for approximately 18 months, and the overall construction time is 24 months.

The detour will be in two separate routes, West and East, to divert the traffic. The West Route will involve heading west on SR 38/US84 away from Quitman to south on SR 3/US19, continuing south into Florida where the road becomes Florida SR 57, to east on US 90 to US 221/SR 76 to Greenville, FL. The West detour route total length is 55.2 miles and the Net detour route length is 32.4 miles.

The East Route will involve heading east away from Quitman on SR 38/US84 to south on I-75 to Exit 11 at SR 31, continuing south on SR 31 into Florida where the road becomes Florida SR 145, into Madison, Florida. The East detour route total length is 43 miles and the Net detour route length is 19.4 miles.

The local road detour routes in Quitman will not be signed during construction. For local traffic or pedestrians traveling northbound on SR 76/US 221/Court Street to avoid construction and the road closure, the public can travel east on East Green Street to north on South Washington Street to west East Bay Street to return to SR 76/US 221/Court Street. The total detour length is 0.6 mile. For local traffic or pedestrians traveling southbound on SR 76/US 221/Court Street to avoid construction and the road closure, the public can travel east on East Bay Street to south on South Washington Street to west on East Green Street to return to SR 76/US 221/Court Street. The total detour length is 0.6 mile.

In order for local traffic or pedestrians traveling westbound on East Crawford Street to avoid the bridge and construction, the public can travel north on South Culpepper Street to west on East Bay Street and continue west to West Bay Street to south on South Madison Street to reach West Crawford Street west of the bridge. The total detour length is 0.4 mile. In order for local traffic or pedestrians traveling westbound on West Crawford Street to avoid the bridge and construction, the public can travel north on South Madison Street to east on West Bay Street to continue east on East Bay Street to south on South Culpepper Street to reach East Crawford Street east of the bridge. The total detour length is 0.4 mile.

Existing Traffic: The existing (2018) AADT is 6350 vehicles and the 24-hr trucks is 12%.

Environmental Assessment of the Proposed Detour Route: The Office of Environmental Services concurs with the off-site detour routes proposed for this project.

Public Detour Meeting Results: A Public Detour Open House was held on May 29, 2018 at Brooks County Commissioners Office, 610 S Highland Street, Quitman, GA 31643. Public officials that attended the meeting were Dr. Nancy W. Dennard, the Mayor of Quitman, Mr. Ben DeVane of Brooks County, Mr. Justin DeVane of Brooks County, and Mr. Mark DeVane of Brooks County. Seven members of the public attended the meeting. There was a concern from the public over the property being acquired for the construction of the project that would bring the roadway closer to the homes along the project corridor. One person opposed the project. The public was given until June 12, 2018 to send in comments, and one comment was received. The comment was in opposition to the project and voiced concerns that the construction of the project could possibly affect the historic area of Quitman within the project limits.

A Public Information Open House (PIOH) was held virtually in September 2020. A website was created for the project by GDOT and was opened to the public on September 9, 2020. The comment period was open between September 9, 2020 and October 3, 2020. Advertisements for the project were placed in the local newspaper twice, once on September 9, 2020, and again on September 23, 2020. The website was viewed 102 times and five comments were received during the comment period. Three comments strongly supported the project, one comment supported the project, and one comment was strongly opposed to the project. Everyone submitting a comment received a response letter that was sent out on October 21, 2020.

Please note that the project name was changed in December 2020 from SR 76/SR 333/US 221/S Court St at CS 734/Bay St and CSX#636942L.

Recommendations: Recommend that the West Detour Route and the East Detour Route for the project be approved and that the attached Notice be approved for advertising.

Concur: 

GDOT Director of Engineering

6/21/2021

Date

Approve: _____
For GDOT Chief Engineer

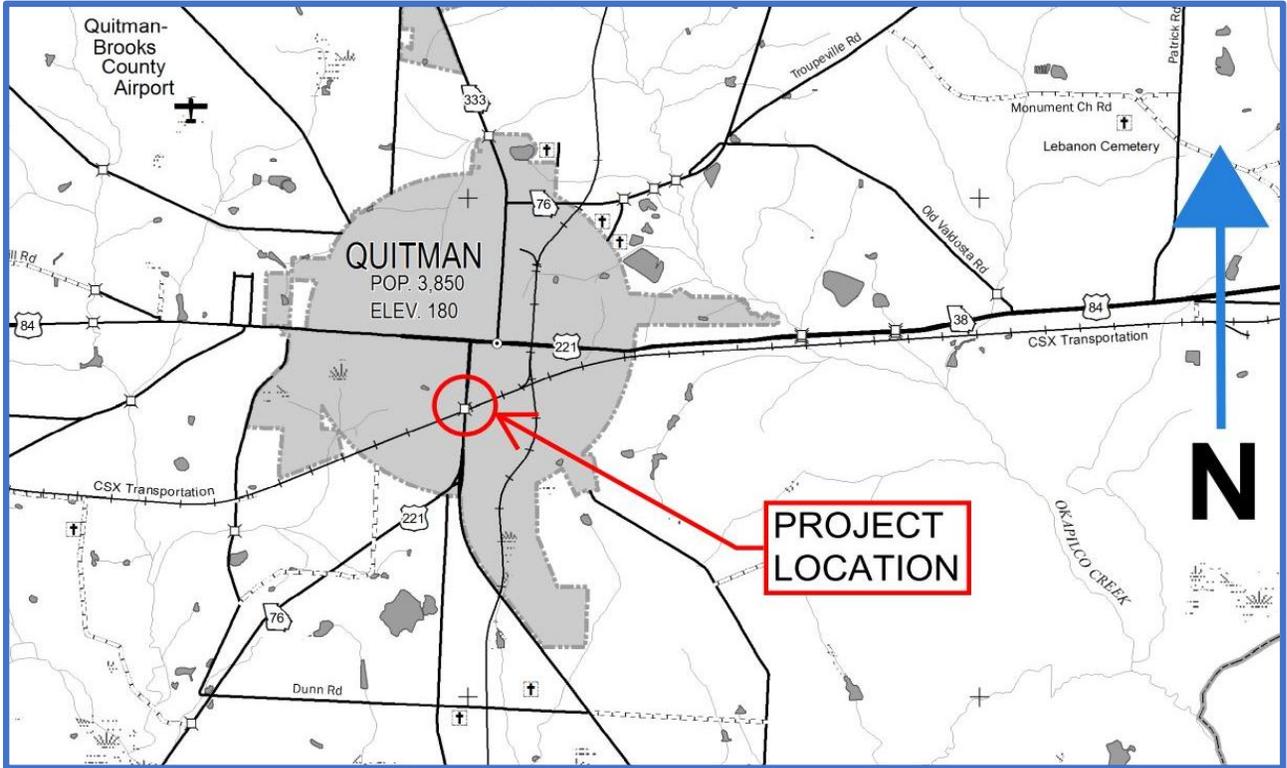
6/22/2021

Date

Attachments:

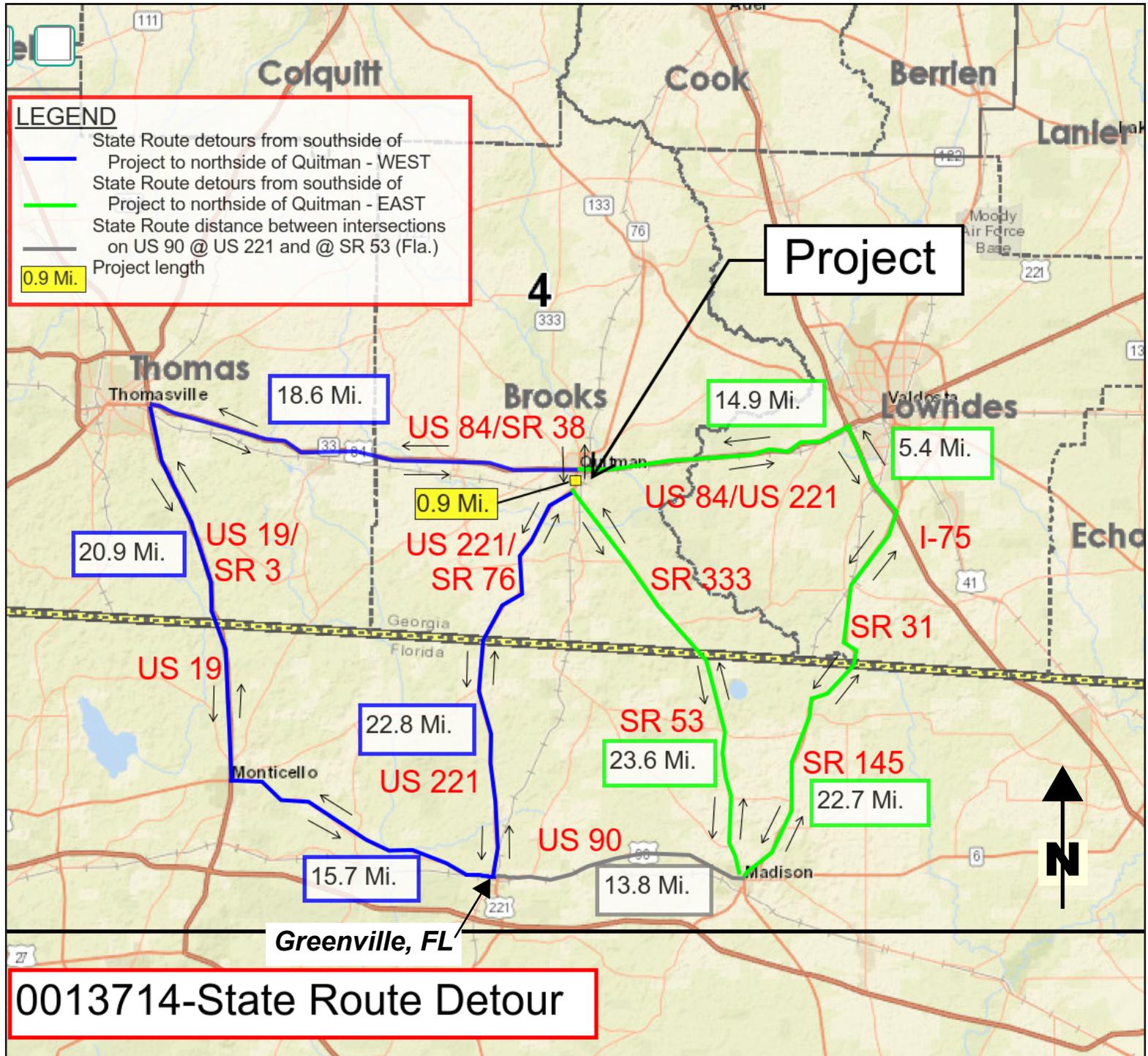
- Location Map
- Preferred Detour Routes
- Detour Meeting and PIOH Summaries
- Local Public Officials Detour Impact Form
- Statement of OES concurrence
- Notice of Detour Approval (PDF and WORD formats)

PROJECT LOCATION MAP



SR 76/SR 333/US 221/S COURT ST AT CS 834/CRAWFORD ST AND CSX #636942L
PI 0013714
Brooks County, GA

DETOUR ROUTE MAP



WEST Route total length = 55.2 miles

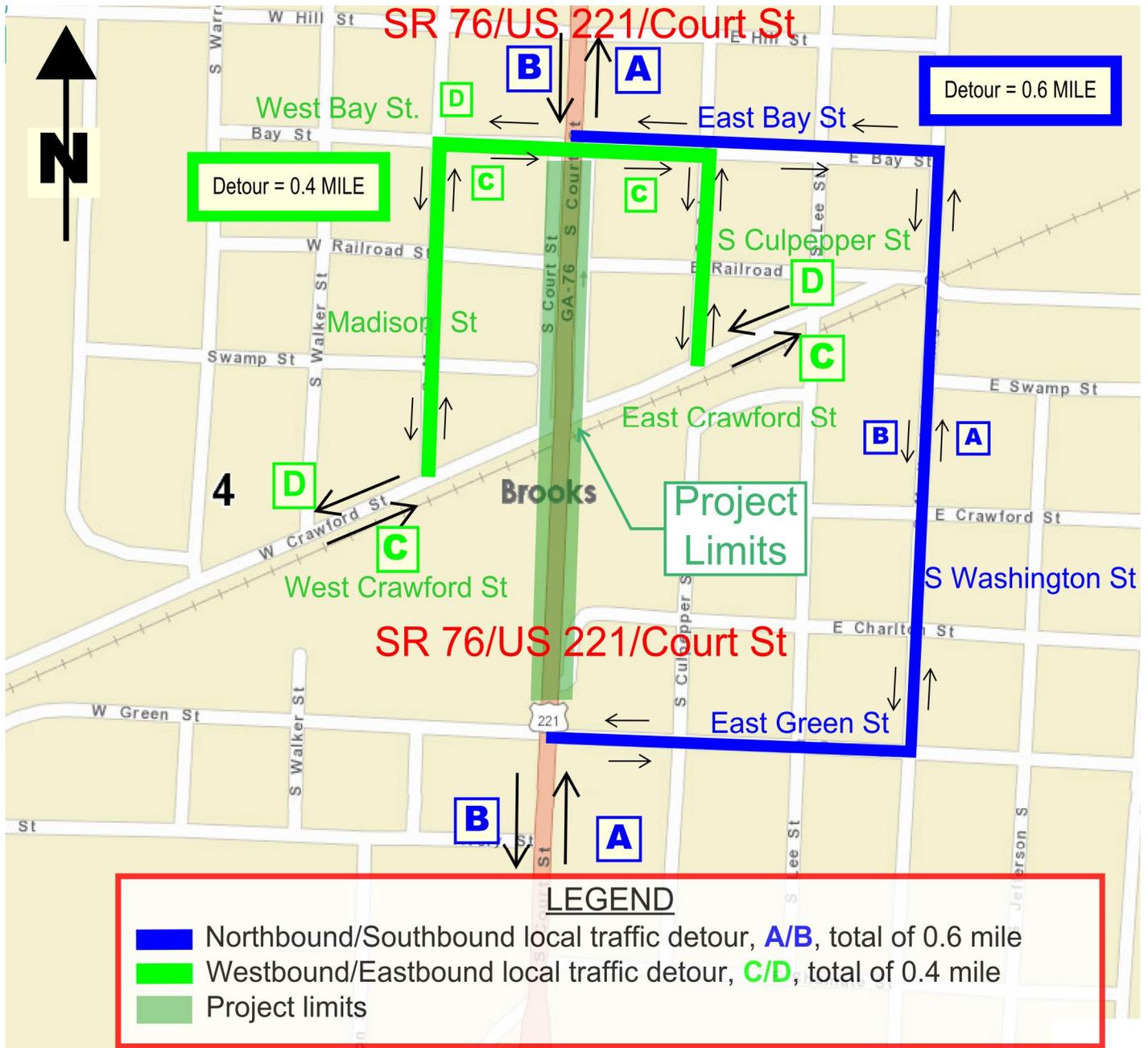
EAST Route total length = 43 miles

Net WEST Detour length = 32.4 miles

Net EAST Detour length = 19.4 miles

LOCAL & PEDESTRIAN DETOUR INFORMATION FOR INFORMATION ONLY

THESE ROUTES WILL NOT BE SIGNED DURING CONSTRUCTION



Northbound/Southbound:

- **Route A:** For local traffic traveling northbound on SR 76/US 221/Court Street, travel east on East Green Street to north on South Washington Street to west on East Bay Street. The total detour length is 0.6 mile.
- **Route B:** For local traffic traveling southbound on SR 76/US 221/Court Street, east on East Bay Street to south on South Washington Street to west on East Green Street. The total detour length is 0.6 mile.

Westbound/Eastbound:

- **Route C:** For local traffic traveling eastbound on West Crawford Street, travel north on South Madison Street to east on West Bay Street and continue east on East Bay Street to south on South Culpepper Street to east on East Crawford Street. The total detour length is 0.4 mile.
- **Route D:** For local traffic traveling westbound on East Crawford Street, travel north on South Culpepper Street to west on East Bay Street and continue west on West Bay Street to south on South Madison Street to west on West Crawford Street. The total detour length is 0.4 mile.



May 29, 2018

Thank you for attending the Public Information Open House and Detour Meeting for the proposed State Route 76/SR 333 @ CS 735/Bay Street & CSX #636942L in Quitman, Georgia, PI Number 0013714. Our goal is two-fold: 1) to provide you with information on the proposed project and 2) to provide an opportunity for you to give us your comments on the proposed project, which includes a traffic detour route that would be used during construction. In this handout package, you will find a description of the project, a location map, a map of the proposed detour, and a comment card.

As you enter the room, please take a look at the project display and the detour map. Georgia Department of Transportation (GDOT) representatives, wearing nametags, are available to discuss the project and answer your questions. There will be no formal presentation.

We hope you will take the opportunity to tell the GDOT what you think. Listed below are several ways to comment on the project. Your comments are important to us and, should you provide comments by one of the methods noted below, we will respond to you in writing usually within 30 days of the close of the comment period. All comments will become part of the project's official record.

While you are attending the open house, you can **provide your comments today** by filling out the comment card provided with this handout and dropping it in the comment box, or you may choose to provide your verbal comments to the court reporter who will transcribe your comments.

You can also **provide your comments by Tuesday, June 12, 2018** by using any of the following methods:

- Online at www.dot.ga.gov/PS/Public/PublicOutreach.
 - From the menu, select the county in which the proposed project is located and click *Go*;
 - Then select *5/29/18-SR 76 at CS 735 Bridge Replacement*;
 - Lastly, click *Comment* and follow the instructions to leave your comments.
- Mail in your comment card to Mr. Eric Duff, Georgia Department of Transportation, 600 West Peachtree Street NW, 16th Floor, Atlanta, Georgia 30308.

The project displays and plans will be available for review for ten days after this open house at the website noted above. Hardcopies will also be available at the GDOT District 4 Office located at 710 West 2nd St, Tifton, GA 31794-7510 or GDOT Area Office, 120 Veterans Parkway N, Moultrie, GA 31788. Following the ten-day public comment period, a copy of all comments received will be available by request at the Atlanta address listed above.

Again, thank you for attending this open house. If you should have any questions or need additional information, feel free to contact the project manager, Scott Mann, at 770-702-7033 or the environmental analyst, David Borchardt, at 404-631-1184 of the Office of Environmental Services.

Sincerely,

A handwritten signature in blue ink that reads "Eric Duff" with a circled "B" next to the name.

Eric Duff
State Environmental Administrator
Georgia Department of Transportation

Why We Are Here:

The Georgia Department of Transportation (GDOT) is proposing to replace the structurally deficient narrow 4-lane urban bridge along State Route (SR) 76/SR 333 (US 221) over two CSX Railroad tracks, Crawford Street, and a small body of water in Quitman, Georgia. The bridge, Structure ID 027-0003-0, was built in 1938. The bridge consists of six (6) spans of steel beams on concrete caps with concrete piles. This bridge was designed using an H-20 vehicle, which is below current design standards. This bridge is currently considered functionally obsolete due to its deck geometry. The overall condition of this bridge would be classified as fair. The deck is in fair condition with heavy cracking and minor spalling. The superstructure and substructure are in good condition. The bridge is being replaced due to the age of the structure, the structural integrity of the bridge pertaining to the design vehicle, and the functionally obsolete rating.

Project Description:

This bridge is located in downtown Quitman (Brooks County) along SR 76/SR 333 (US 221) and is locally known as South Court Street. It crosses over two CSX railroad tracks and Crawford Street and has a posted speed limit of 45 miles per hour (mph). The bridge approach from the north side is separated from narrow parallel frontage roads on each side of the roadway by large retaining walls. The existing bridge structure does not meet current minimum vertical and horizontal clearances to the CSX railroad tracks. The existing roadway is comprised of four variable 10-foot to 12-foot lanes, variable no median to 9-foot median, and urban shoulders with sidewalks at the back of the curb and flaring up to 20-foot from back of curb. The existing bridge is 258-foot by 52.3-foot.

The new bridge and walls would have four 12-foot lanes, 4-foot raised median, 2-foot gutter, and 5.5-foot sidewalk. The approaching roadway would have four 12-foot lanes, variable 4-foot to 12-foot flush median, 2.5-foot curb/gutter and 5-foot sidewalk. The total length of the project is approximately 2,000 linear feet. SR 76/SR 333 (US 221) will be closed for approximately nine months to construct the new bridge at the same location and traffic will use designated offsite detours. West Crawford Street will also have intermittent closures.

Comment Card

Please print responses.

Name _____

Address _____

Do you support the project and the detour as presented? (check your response)

- For**
- Against**
- Conditional**
- Uncommitted**

General Comments _____

How did you hear about this Open House? (check) **Newspaper** **Signs** **GDOT Website** **Radio**

Word of Mouth **Social Media** **Other** _____

Was the location of the Open House convenient for you to attend? **Yes** **No**

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? **Yes** **No**

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by GDOT personnel? **Yes** **No**

Do you understand the project after attending this meeting? **Yes** **No**

Please share your suggestions on improving the ways GDOT conducts Open Houses:

Mail to:

Mr. Eric Duff, State Environmental Administrator
 Georgia Department of Transportation
 600 West Peachtree Street, NW – 16th Floor
 Atlanta, Georgia 30308

**Georgia Department of Transportation
Requests Feedback & Comments
For P.I. No. 0013714
Brooks County**

In compliance with Governor Brian Kemp's directive to keep state government agencies functioning as Georgia combats the COVID-19 pandemic, Georgia DOT is placing project information for review and feedback into an internet platform to comply with physical distancing to avoid crowds of 10+ people. We appreciate your participation in this process.

The Georgia DOT has posted information related to the proposed *SR 76 at CS 735 Bridge Replacement* at <http://www.dot.ga.gov/AboutGDOT/PublicOutreach>.

This project proposes to replace the existing narrow 4-lane urban bridge (Structure ID 027-0003-0) along State Route (SR) 76/SR 333/South Court Street (US 221) over two CSX Railroad tracks, Crawford Street, and a small body of water in Quitman, Georgia. SR 76/SR 333/South Court Street will be closed to both foot and vehicle traffic for a temporary period in order to construct the new bridge at the same location and traffic will use designated offsite detours.

The purpose of this internet posting is to replace an in-person meeting, while allowing the public to review the proposed project, provide feedback, or write in with questions.

Americans with Disabilities Act (ADA) Information:

To request materials in accessible formats for people with disabilities contact the district planning and programming engineer Dennis Carter at 229-391-5504.

Comments will be accepted concerning this project until Saturday, October 03, 2020. Written statements may be submitted to:

Mr. Eric Duff
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

October 20, 2020

Re: Responses to Virtual Open House Comments for PI#: 0013714, State Route (SR) 76/SR 333/South Court Street Bridge Replacement in Quitman, Brooks County, Georgia

Dear Participants:

Thank you for your comments concerning the proposed project referenced above. We appreciate your online participation and the input that was received as a result of the Virtual *Public Information Open House* (VPIOH). Every comment received will be made part of the project's official record.

A total of **102** people viewed the online VPIOH website. Of the **5** respondents who formally commented, **4** were in **support** of the project and **1** was **opposed**.

The attendees of the VPIOH and those persons sending in comments within the comment period raised the following questions. The Georgia Department of Transportation (GDOT) has prepared this one response letter that addresses all comments received so that everyone can be aware of the questions raised and the responses given. Please find the comments summarized below (in *italics*) followed by a response.

Multiple comments were provided in support of the project.

- *Support the proposed project because it will replace a design failed bridge with one that is structurally sound and has the vertical clearance for CSX Trains.*
- *Appreciate the monetary commitment to keep our community viable.*
- *I travel over that bridge several times a day. It couldn't start soon enough.*
- *The outdated bridge needs to be replaced to prevent further damage and permanent closing.*

Response: Thank you for your support of the proposed project. Project coordination was completed with CSX Railroad and the bridge's future vertical clearance meets CSX requirements. GDOT will continue to coordinate with CSX throughout the project.

- *Please consider how the new bridge might be designed to maintain the classical look upon approach. Some bridge railings are plain concrete, but the existing bridge has the open rail design.*

Response: GDOT is consulting with the Georgia State Historic Preservation Office (SHPO) on the preliminary layout and the visual effects of the proposed replacement bridge. Concrete railings similar in appearance to the open railings on the existing bridge structure and southbound approach have been incorporated into the design. These railings would be similar to the existing design and have closed windows in the railing sections that span the two tracks of CSX railroad and open windows in all other railing

sections. The railing would extend from the beginning of the northbound approach northward to the end of the southbound approach.

- *Bridge won't be enlarged by much; trucks and rail cars are not getting larger and automobiles are getting smaller. The rail cars can pass under the bridge without difficulty. \$14.8 million dollars could be better spent on Quitman's needs such as water/sewer which is outdated and in deplorable condition.*

Response: The existing bridge was constructed in 1938 which accommodated lighter vehicle loads than current design standards. Furthermore, the bridge replacement is to address the age of the bridge, future increases in maintenance costs, structural improvements, and current design standards not vehicle capacity requirements. The scope of the proposed project and associated funding type are for the bridge replacement. Local utility improvements are beyond the scope of this project. Any comments regarding the utilities should be directed to the owners of those utilities.

Multiple comments were provided related to the proposed vehicle detour.

- *My only concern is where semi traffic would be routed to that need to continue south on the Madison Hwy, Hwy 333. Semi traffic and other vehicle traffic needing to travel south on the Greenville Hwy, Hwy 221 could use Dunn RD, off Hwy 84, which connects to the Greenville Hwy, Hwy. 221.*
- *The detours are ridiculous.*

Response: Official detour routes would be signed during construction along existing state routes, or a roadway designated as a temporary state route. Truck traffic (i.e. heavy loads) would be required to follow the posted detour route while local traffic may use the posted detour route or use local or county roads of their choosing.

Again, thank you for your comments. Should you have further questions or comments, please call the project manager, Matthew Sanders, at 404-403-3110 or the environmental analyst, David Borchardt, at 404-631-1184.

Sincerely,



Eric Duff
State Environmental Administrator

ED/NG-EP/db

cc: Tim Golden, GDOT Board Member (District 4)
John LaHood, State Representative (District 175)
Ellis Black, State Senator (District 8)
Matthew Sanders, GDOT Project Manager (via email)
PDF for Project File

PI 0013714, Brooks County
Georgia Department of Transportation
Bridge Replacement Project
Detour Impact Form for County Administrator

Using the attached project map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Non-known” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us.

1. Please quantify the number of impacts anticipated by an off-site detour.

Daily Number of vehicles estimated 400
 Daily Number of Trucks estimated 200
 Number of Residences 17 2 churches
 Number of Businesses 4
 Detour Length 0.7 mile

2. Please rate the impact on service if the bridge were closed for up to a year?

No Concerns Moderate Concerns Major Concerns

3. If concerns were identified, please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.)

Narrowness of Green St. (18' pavement), narrow corner at S. MLK & E. Green St. has main electrical feeder line light poles on all corners, local St. not adequate to handle large truck traffic, funeral home located on E. Green St. at S. MLK corner very congested area for 2 way traffic, + detour runs by 2 churches (more congestion)

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

hurricane evacuation route

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

Wesley Ross, Quitman Police Chief, 229-263-2379
traffic control issues

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

Form Completed by (Name): Michael Felts
 (Title): City Manager
 Date: 10/23/17

From: Dollar, Robert (Bobby) <RDollar@dot.ga.gov>

OES Concurrs

Sent: Thursday, April 1, 2021 8:54 AM

To: Sanders, Matthew <MSanders@dot.ga.gov>

Subject: RE: PI 0013714 Brooks Co. Request for OES concurrence of Detour Routes (Response required)

I concur.

Thanks,

Bobby Dollar

Environmental Program Manager

(Districts 1, 2, and 4)



Office of Environmental Services

600 West Peachtree Street, 16th Floor

Atlanta, GA 30308

Office: 404-631-1920

Mobile 404-819-9858

From: Sanders, Matthew <MSanders@dot.ga.gov>

Sent: Thursday, April 1, 2021 7:48 AM

To: Dollar, Robert (Bobby) <RDollar@dot.ga.gov>

Subject: PI 0013714 Brooks Co. Request for OES concurrence of Detour Routes (Response required)

PI NUMBER: 0013714 SR 76/SR 333 @ CS 834/CRAWFORD ST & CSX #636942L IN QUITMAN

COUNTY: Brooks

(D-4)

Bobby,

The attached package was prepared for the Detour Report approval and I am requesting your email concurrence. Please review and let me know if you have any questions. This project had a 2nd PIOH due to low attendance in the first one, but as the package shows there are options for State Routes and locals in the area and all this has been presented to the public in its current state.

Thank you,

Matt Sanders

Consultant Project Manager, Bridge Program



Office of Program Delivery

600 West Peachtree Street, 25th Floor

Atlanta, Georgia 30308

Cell: (404) 403-3110

Email: MSanders@dot.ga.gov

NOTICE OF DETOUR APPROVAL

P.I. 0013174 BROOKS COUNTY

Notice is hereby given that the Georgia Department of Transportation has approved the use of and the routing of a detour for this project.

The date of detour approval is: **June 23, 2021**

The Georgia Department of Transportation (GDOT) is proposing to replace the bridge on State Route (SR) 76/SR 333 at CS 834 Crawford St and CSX #636942L located in Brooks County in downtown Quitman. The proposed bridge will be 299-ft long by 66-ft wide, have two 12-ft lanes in each direction, standard curb and gutter, and sidewalks. The proposed roadway will have two 12-ft lanes in each direction, a variable width raised and flush median, standard curb and gutter, and sidewalks. The total length of the project is approximately 2,000 feet.

This project will require an off-site detour. SR 76/SR 333 will be closed for approximately 18 months. Traffic will be rerouted using State Routes and marked with detour signs. The official state route detours to be signed are as follows:

- The West Route will involve heading west on SR 38/US84 to south on SR 3/US19, continuing south into Florida where the road becomes Florida SR 57, to east on US 90 to US 221/SR 76 to Greenville, FL. The West detour route total length is 55.2 miles and the Net detour route length is 32.4 miles.
- The East Route will involve heading east on SR 38/US84 to south on I-75 to Exit 11 at SR 31, continuing south on SR 31 into Florida where the road becomes Florida SR 145, into Madison, Florida. The East detour route total length is 43 miles and the Net detour route length is 19.4 miles.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation: For information or questions regarding the Detour Route, please contact:

Paul Kaspereen
Area Engineer
District 4, Area 1
pkaspereen@dot.ga.gov
1411 Madison Hwy
Valdosta, GA 31601
(229) 333-5287